-STATIONS-Mahama and 7th Sts.—S. Muhl. Bellefontaine St., No. 400—Claude Fields. ristian Ave., No. 197-F. F. Dannetteile. lifford Ave., No. 324-Philip Miller. College Ave. and 7th St.—Geo. C. Fisher. Columbia Ave. and 7th St.—Geo. C. Ruch. Columbia and Hill Aves.—R. C. Hampton. belaware and McCarty-H. A. Pfafflir. Dillen and Fletcher Ave.-Hugo H. Lehrritt East and McCarty Sts.-E. C. Reick. Hillside Ave., No. 190-Thos. R. Thornbur Hillside Ave., No. 19-H. W. Carter. lineis and 1st Sts.—S. Muhl. lineis and 13th Sts.—S. Muhl. lineis and 7th Sts.—J. M. Scott. inois and 22d Sts.-Frank Keegan Illinois and 22d Sts.—Frank Keegan.
Illinois and North Sts.—R. M. Navin.
Indiana Ave. and Vermont St.—R. P. I Indiana Ave., No. 201—John D. Gauld.
Madison Ave., No. 427—Jos. M. Dwyer.
Mass. and Cornell Aves.—C. E. Barmm.
Mass. Ave., No. 301—L. E. Haag.
Mer. and Morris Sts.—C. H. Broich.
Mer. and Ray Sts.—John E. Myers.
Mer. and Russell Ave.—Geo. F. Borst.
Mich. No. 1888 Mer. and Russell Ave. -Geo. F. Borst.
Mich., No. 1859 East-Van Arsdale Bros.
New York and Noble Sts.-E. H. Enners.
New York No. 378 West-F. L. Wolcott.
Pine, No. 201 South-A. L. Walker.
Benate Ave. and 3d St.-A. M. Eyster.
Senate Ave., No. 1853 North-E. E. Steward.
Shelby St., No. 182-C. A. Eitel.
Talbott Ave., No. 350-M. Schwartz.
Virginia Ave. and Coburn-C. G. Mueller.
Virginia Ave. and McCarty-M. C. Staley. irginia Ave. and McCarty-M. C. Staley Wash, St. and State Ave.-N. S. Driggs. Wash, St., No. 763 East-Baron Bros.

DIED. KAVANAGH-Elba, infant daughter of W. and Jessie M. Kavanagh. Funeral Tuesday, Dec. 29, at 2:30 p. m., from residence, 63 West Twenty-first (or old Twelfth) street. Burial pri-

FUNERAL DIRECTORS.

West St., No. 503 North-C. W. Eichrodt.

Yandes and 9th Sts.-Dixon.

FLANNER & BUCHANAN-172 North lilinois street. Lady embalmer, for ladies and children. Office always open. Telephone 641.

FINANCIAL. LUANS-Money on mortgages, C. F. SAYLES, 75 East Market street. TO LOAN-A large sum; amounts to suit; com-NEWTON TODD, 6 Ingalls Block. MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind.

LOANS-Sums of \$500 and over. C. E. COFFIN & CO., 90 East Market street. LOANS-Any amount. On furniture, planos store fixtures, etc. Reasonable rates. (Confidential.) E. J. GAUSEPOHL, 21/2 W. Wash. St., Room 4. FINANCIAL-Largest amounts loaned on diads, watches, clothing, etc., at lowest rates at the new private loan office, 14 Pembroke Ar-

MONEY-To loan on Indiana farms. Lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., Rooms 325-330, third floor Lemcke Building, Indianapolis.

WANTED-MALE HELP. WANTED-Men and women out of employment and willing to work can learn of a permagent situation at good wages by writing at once to P. V. H., Box 283, Augusta, Me. WANTED-Traveling salesmen for cigers, Old, reliable house. Experience unnecessary. Ex-tra inducements to customers. \$75 to \$150 per month and expenses. CHAS. C. BISHOP & CO.,

WANTED-An idea. Who can think of some ple thing to patent? Protect your ideas; may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.

WANTED-SALESMAN. WANTED-Salesmen-\$30 a week salary and expenses paid salesmen, experience not necessary; ermanent position. The W. L. KLINE CO., St. SALESMEN wanted to carry our celebrated cereal foods as a side line in Indiana; no

MILLING CO., Sleepy Eye, Minn. WANTED-MISCELLANEOUS. PHYSICIAN WANTED-Must have experience to

quick for particulars. SLEEPY EYE

worker, and come well recommended; a half in-terest in a \$10,000 practice yearly to the right party. Address F. M. MADISON, M. D., Peoria, FOR SALE OR EXCHANGE.

FOR SALE OR EXCHANGE-By C. W. Phillips, 70 Monument place—Roller process flour mill, 50 barrels per day; in good repair and well located. Roller process mill, capacity, 200 barrels per Elevator: 25,000 bushels; junction of five rail-Two hotels, one in Indianapolis; one in North Printing office, well equipped. Several good farms, city property and property Cripple Creek Gold Rock Mining Company of

new work; from \$10 to amount wanted; no debt of any kind on property; no preferred stock; non-assessable; output of Cripple Creek district for 1896, \$16,000,000; prospective output for 1897. Bicycle factory and other property. B. and L. stock, debenture and installment. Fire, life and 40-acre farm wanted within twenty-five miles,

Colorado stock for sale at low price to develop

for city property.

NOTICE-The annual meeting of the stockholders of the Aetna Saving and Loan Association will be held Thursday evening, Jan. 7, 1897, at 89 East Market street. T. R. WALKER, President. HOWARD KIMBALL, Secretary, NOTICE-A meeting of the stockholders of Star Saving and Loan Association will be held Jan. 2, 1897, at 7:30 p. m., at the office of the asion to vote upon the acceptance of the changes in the Evlaws.

H. M. HADLEY, President. H. H. FAY, Secretary. FOR SALE.

FOR SALE-Cut-rate ticket office, with good pay-ing business, for sale, and member of associa-Address I. BEITMAN, 313 Upper Second street. Evansville, Ind. FOR SALE-111 Patterson street, near Michigan nice cottage, large lot; \$9.50 rent; \$600 straight loan; balance cash; naked lot is worth the Apply owner, 423 Ash street, until Jun.

CLAIRVOYANT-Mrs. T. Griswold, the great clairveyant and falmist, tells you every hope, ear and ambition of life; everything revealed; advice on business, love and marriage. Office and residence, 296 East South street.

CLAIRVOYANT.

STORAGE. STORAGE-Indianapolis Warehouse Co., 283-273 S. Penn. st., Pennsylvania tracks. Phone 1343.

PALMIST. PALMISTRY-Juanita, the Gypsy palmist. Sat-isfaction guaranteed. 88 West Ohio street.

TEST OF FESTIVAL VOICES Prof. Ernestinoff Will Hear the New

Singers To-Morrow. Prof. Ernestinoff, the assistant director of the May festival, will be at the music

rooms of Emil Wulschner & Son, on North Pennsylvania street, to-morrow evening at 7:30 o'clock, to test the voices of all singers who have not heretofore sung in the festival chorus, but who may wish to sing this year. As stated before, no test of those voices heard in the chorus last year will be required. A general invitation is extended to singers who have not sung in the chorus | the roads running out of Chicago on this hereiofore to call on Prof. Ernestinoff tomorrow evening The first meeting of the chorus, which Mr. Von der Stucken will attend, will be held any commissions the transcontinental roads at the High School Hall, at Pennsylvania

and Michigan streets, next Monday evening. Cards have been sent out to all the members of last year's chorus, inviting them to attend and participate.

Building Permits.

H. C. Atkins, frame dwelling, 85114 North Me-James Haas, brick addition, 251 North Alabama F. Trosky, store room, Nineteenth and Yander E. Fleid, frame cottag , Stoughton street, Fred Fessler, frame dweiling, Dearborn street, Chizens' Street-railroad Company, repair barn,

Don't worry about your health. Keep your blood pure by taking Hood's Sarsapa-rilla and you need not fear the grip. colds, onchitis, pneumonia or typhoid fever. Hood's Pills are the favorite family ca-

thartic, easy to take, easy to operate.

RATES NOW MAINTAINED

ALL AGREE THAT THE ROADS ARE LIVING UP TO AGREEMENTS.

The Big Four Shows an Increase in Earnings-The Boycott of the Toledo, Kansas City & St. Louis.

Freight officials, including the fast freight line men, say that 1896 will go into history as a year in which rates on competitive railway traffic were the best maintained at any time since competition became so sharp. There have been rumors of manipulation of rates, but almost invariably investigation failed to substantiate the rumors. This stability in rates is attributed to the regulating railroad traffic, and railroad presidents holding subordinate officials up to agreements which the presidents make. It should be borne in mind that within the year organizations have come into existence which control the traffic of the East, the West, the Southwest and Northwestern lines. The latter, however, is not so well matured, and consequently there is more or less friction with the Northwestern lines, but the Joint Traffic Association, the Western Freight Association and Southwestern Traffic Association are all doing good work,

Locomotive Output. The past year has not been a very fortunate one for locomotive builders; still, it exceeded by seventy-four locomotives the output of 1895, and forty-eight more than the output of 1894. The actual number of engines built in 1896 was 1,175, but the locomotive builders have really been more fortunate than the car builders. Indianapolis lines have purchased new locomotives fully as freely as have the roads of any other part of the country. The Vandalia leads, having purchased twenty-two firstclass ten-wheel engines. The Big Four was not as liberal a purchaser, but it received several engines in the earlier part of the year, contracted for in 1895. The Lake Shore and the Michigan Central have each purchased twelve first-class engines, the Nickel-plate eight, the Monon four, the Cincinnati, Hamilton & Dayton four the Pennsylvania lines built their own locomotives. All the roads named have done a good deal in the way of rebuilding. Especially is this true of the Peoria & Eastern, the Monon and the Cincinnati. Hamilton & Dayton. The Raifroad Gazette says: "Six companies out of the twelve reporting (all the locomotive building concerns except the one which has, perhaps, the smallest output), increased their output over the previous year, building 800 engines in 1896, against 597 in 1895. Considerably more than half of this increase is reported by one company, while another of the large companies doubled its output. Taking out the product of these two companies it will be seen that the others shared very little in the increase, the output of each, as a matter of fact, being nearly the same as in 1895. But the other six companies from which we have reports did not do even so well as to maintain their 1895 record. Grouping the output of these com-panies we find that they built 492 engines in 1895 and 117 less this year. The loss is well distributed, although one company built less than half the engines it turned out in the preceding year. An interesting feature of locomotive building in this country is the growing importance of export orders. Two years ago the number built for export was only 80, while in the past year the number had increased to 309. Thus, while but 11 per cent. of the total of 1894 was for foreign countries, more than 26 per cent, of the engines built in 1896 were exported. Government figures for parts of years are at hand in the last report of the Bureau of Statistics. They show that in the ten months to Oct. 31 1896, 279 locomotives, valued at \$2,635,000 (an average of nearly \$10,000), left the ports of this country, as compared with 156 locomotives, valued at slightly over \$1,500,000, exported in the same period in 1895. Several ocomotive works are now engaged on export orders, of which that for thirty-one engines for Japan at the Rogers and Baidwin shops is most interesting. Locomotive building, though better in 1896 than in either of the two previous years, is still far below the figures reached a few years ago. What the new year may bring it is use-less to try to guess. None of the contrac-ing shops has orders which cannot be disposed of in a short time, and so far there has been little evidence to show that the railroads are going to give out the orders that the locomotive builders would like to have, and are convinced are required by

the railroads.

The Clover Leaf Boycott. A Toledo paper in commenting on the situation in the Toledo, St. Louis & Kansas City boycott by the association, says the rumor that the boycott has been declared off is not confirmed by the general officers of the company, although such a rumor has been affoat for several days. As the injunction stands now, either side can call upon the court to render a decision. If the Clover Leaf should secure a permanent injunction from the court the Joint Traffic Association would be forced to withdraw the boycott, and, on the other hand, if the Clover Leaf should lose then the boycott would be restored by the Vanderbilt lines. It is generally believed that the reason that Receiver Peirce does not ask for a permanent injunction is that he is given to understand that the Joint Traffic managers will declare the boycott off voluntarily. There is not the least doubt that agers realize that they are in their attempt to force the Clover Leaf into the Joint Traffic Association, and feel the sting of defeat keenly. It is the first time this organization has totally failed in anything it has undertaken, and some of the stronger lines, which are back of the association, fear that this defeat may prove disastrous. For this reason action on the boycott is delayed in the hope that the managers can find some hole through which to crawl out of their embarrassing situation

Pacific Short Line to Be Built. Donald McLean, projector of the Pacific Short line, which is built from Stoux City, Ia., to O'Neill, Neb., but which was planned to be built to Ogden, Utah, has returned to

Sioux City, and says he has secured all the capital necessary for the completion of a railway line from Sioux City to San Francisco. Mr. McLean says: "I have completed every arrangement for the investment of \$32,000,000 of English capital for the construction of a railroad line from Sioux City, Ia., to San Francisco. My financial agent is the Continental Trust Company, of New York. I am here to make arrangements for a survey of the route from O'Neill to the West. I have already had negotiations with representative parties from Utah and other States in the West, and the preliminaries are practically settled. None of those formerly associated with me are allied now in this new deal. The Manhattan Trust Company is left out. Wendell Goodwin and John I. Waterbury have passed to other fields and F. O. French is dead. I am convinced that if my life is spared Sioux City is certain

to realize the dreams inspired in the days

when we first commenced together.'

The Commission Question Again. There is likely to be trouble before long among the transcontinental roads over the commissions paid from New England points by the Southern roads. From New England points to New Orleans the roads are paying commissions of \$2.25 and from New Orleans west the commissions paid are \$2.75. The same commission is paid by class of business, but as the lines of the Joint Traffic Association and of the Central Passenger Committee refuse to pay running out of Chicago have against them a practical differential of \$2.25. The Chicago roads are getting very restive over the conditions that prevail, and as they cannot get their Eastern communications to stand any of the commission east of Chicago and are unwilling to stand all of it themselves. there is a probability that the transcontinental rates may, in the near future, be-

come sadly demoralized if some way out of the difficulty is not speedily found.

East-Bound Shipments. East-bound shipments from Chicago last week were 44,954 tons, against 53,330 for the preceding week and 75,881 for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 6.128; Wabash, 3,973; Lake Shore, 7,881; Fort Wayne, 4,469; Panhandle, 3,402; Baltimore & ta Fe: Shaw, of the Chicago, Burlington Ohio, 3,566; Grand Trunk, 4,465; Nickel- & Quincy; Bacon, of the Chicago & Rock

5,277; dressed beef, 4,637; butter, 1,000; flax-seed, 388; hides, 876; lumber, 3,226; miscella-

Ohio Valley Road to Be Sold. At Louisville yesterday Judge Barr enered a decree for the sale of the Ohio Valley railroad which is in the hands of John MacLeod, receiver. This road extends from Evansville, Ind., to Hopkinsville, Ky., 130 miles, and it is believed that the Illi-nois Central will be a bidder. The decree was entered in the suit of the Central Trust Company, of New York., to foreclose the mortgage bonds. The upset price was fixed at \$1,500,000

Old Engineer Dead.

James R. Francisco died at Tremont, O. resterday, in his eighty-second year. He was one of the oldest railway engineers in the country. He operated the John Bull engine, which was brought from England in 1836 and was placed on the Camden & Amboy Railroad, to take the place of horses that had formerly hauled the cars. That famous engine was exhibited at the world's fair.

Personal, Local and General Notes. Between Pittsburg and Denison, on the Panhandle, there are now 104 automatic electric box signals M. A. Zook, engineer of maintenance of

way of the Queen & Crescent, is in the city, to remain until after Jan. 1. Charles McCammon, late trainmaster of the Monon, carried insurance policies in two of the railway organizations amounting to \$3,000.

Charles Hall, passenger conductor on the Big Four, St. Louis division, who was dismissed about six months ago, was yesterday reinstated Alexander Patteson, who for twenty-five years was a conductor on the Panhandle

and at one time a division superintendent, died on Christmas. F. H. Buchanan, of the Big Four, on Jan. will go to the Pennsylvania road as supervisor of the interlocking switches, with headquarters at Louisville. E. S. Hitchins, general superintendent of

the Mason City & Fort Dodge road, has resigned to accept an important position on the Chicago & Great Western. The advisory committee of the Master Car and Locomotive Painters' Association will meet in Cleveland on Saturday to make arrangements for the next annual conven-

The Lake Erie & Western is having from tures for export. It is shipped as fast John Commerford, who will, on Jan. 1

twenty-five years. The Butler & Pittsburg has let a tract for the construction of three thousand feet of new docks at Conneaut, O. and a further contract for reducing the grades and filling the trestles near Butler. The C., C., C. & St. L. earned in the third week of December \$265,780.06, an increase over the corresponding week of 1895 | rates will continue in effect pending such of \$8,130.21. This is the first week in many restoration. months that an increase in earnings over corresponding weeks of 1895 has been

Instructions have been given for the superintendent of the car department of the Pittsburg, Fort Wayne & Chicago at Fort Wayne to build 200 Class G gondola cars and the work will be begun as soon as the recent order for building box cars is com-

The Peoria & Eastern, in the third week of December, shows a decrease in earnings of \$1,780 as compared with the correspond ing week of 1895, but General Manager Barnard says could the company have got cars an increase in earnings would have The Chicago, Burlington & Quincy is

nal facilities in North St. Louis that may contain the solution of the question of the absorption of the bridge arbitrary, the location of a third bridge and some other vexatious questions. Charles Robinson Smith, secretary of the Indiana, Decatur & Western, with head-

quarters at New York, was in the city yesterday, and in the afternoon left by a special train for Decatur, Ill. A decision been melted into ingots were also found. in the litigation pending between the first and second mortgage bondholders is ex-It is stated by passenger officials and ransportation men that the present holiday travel has been the best for several

years and considerably ahead of last year.

The Union Station offords a good index of

the volume of business, and the station men say the improvement over the several years past was very perceptible. The business men of Hamilton, Ontario have presented Chief Engineer Joseph Hob son, of the Grand Trunk, with an illuminated address, speaking of his services on that road in very complimentary terms. He has been placed at the head of the en-

gineer staff of the Grand Trunk Railway system, a very handsome promotion. The record of November train accidents, as compiled by the Railway Gazette, shows that there were 107 accidents during the month, in which fourteen persons were killed and fifty-five injured. The total number of accidents was much smaller than in any November for ten years past, and the percentage of persons killed and injured

very small. O. H. Jackson, superintendent of rolling stock of the Santa Fe. Prescott & Phenix. s in the city, and will remain until after Ian. 1. Mr. Jackson states that the use of oil for fuel for steam-heating purposes for locomotives and for domestic use has become so general that it is seriously telling on the coal traffic of roads in southern

In the course of the year such systems as the Big Four handle from 225 to 250 cars of foreign lines, including the fast freight lines and those of private companies. Two years this handling of cars of private companies, but it failed, and more cars of private companies are now in use than at any for-

According to a statement made by General Passenger Agent George Daniels, of the New York Central, the best time made by the fastest passenger train of the principal nations of the earth is as follows United States, 53.33 miles per hour; England, 51.75; Germany, 51.25; France, 49.88; Holland, 44.73; Italy, 42.32, and Austria-Hungary, 41.75.

The total gross earnings of the Burlington system for the month of November were \$2,823,310, a decrease of \$381,678 from the same month of last year. The net earnings were \$260,600, a decrease of \$202,180. For the months from Jan. 1 to Nov. 30 the gross earnings were \$31,221,403, an increase of \$484,933. The net earnings for the eleven months were \$2,009,810, an increase of

\$225,590. The New York, New Haven & Hartford last week closed a contract for the erection of an electrical power station at Berwhich will be the biggest plant of its kind known to the electric world. new plant will be supplied with the best and most modern apparatus, and from it the trains of the Berlin and Middletown branches and the New England track from Briton to Hartford will be operated.

John King, a gray-haired switchman of the Erie road at Salamanca, owned an eighty-acre tract of wild land two miles up the Chipmunk valley. Some years ago he sold the timber on the tract, and a year ago he would have blessed the man who would have taken the land off his hands for \$500. To-day he is receiving \$250 per week royalty from its oil production. He last week surrendered his switch key, and proposes now to take life easier.

Hosea Swisher, of New Castle, Pa., yard conductor for the Western New York & Pennsylvania lines, claims to be the oldes! conductor in the country. The first train he ran was between nomewood and New Castle on the Pennsylvania line. He then went to the Erie & Pittsburg. For thirty years he has been a conductor. There are conductors on the Indianapolis lines that have been in service longer than this, but for the last twenty years or more have been passenger conductors.

There is a movement on foot looking to making it compulsory on the part of railways to make monthly reports to the Interstate-commerce Commission. The commission has several times endeavored to secure monthly statements from the railroads, and the larger roads do furnish monthly reports. of one kind or another, but a few still cling to the habit of withholding the figures. In financial circles there is a growing belief that such roads should be compelled to discard the policy of secrecy and conform to modern methods.

The foreclosure sale of the Ohio Southern Railway, which was postponed from the 7th of November to the 31st of this month, has again been postponed, this time indefinitely, It is now said that the road will not be sold at all, but that the Lima Northern Company, which wants the property and practically has possession of it now, has bought in all the trust company claims and other indebtedness of the road, so there is but little outstanding, and what is can be taken care of should there be any likelihood of trouble or opposition,

The city yesterday was full of passenger men connected with the lines which handle the California business, all clamoring to get the cream of the Christian Endeavor husiness. The association will meet in California next summer. Among the passenger men here were Gunnip, of the Sanplate, 2,974; Erie, 5,191; Big Four, 2,905. Island; Orr, of the Southern Pacific; Clifford, of the Canadian Pacific; Zell, of the cellent for the relief of Throat. They are exceeding milistuffs, 26,954; cured meats, lard, etc., Central; Bowser, of the Missouri, Kansus tian World, London, Eng.

& Texas, and several other lesser lights in the passenger service of the lines interested in transcontinental business.

John Chesborough, general passenger agent of the Baltimore & Ohio Southwestern, who was so severely injured in the recent wreck on that road, is reported to be improving rapidly, and he will be performing his usual duties within a short time. This collision is said to have been the most remarkable on record. In this case the engineer of a special train forgot that there was such an accommodation train running on the road, although it had been on twenty years, and but a half dozen times had it arrived late at Cincinnati since

A railway official from southern California says there seems to be no doubt that the Atlantic & Pacific, at the foreclosure sale next week, will be bought in by the Santa Fe, as it is the only road to which it is of any value, and that only as a through line, as the local business of the road is very limited. On 808 miles the average of cars loaded will not exceed fifteen per day the year round, which makes it valuable only as a part of a through line, and for any other road to build to connect with it would require a large expenditure of

Special Master Dunham yesterday filed a report in the receivership proceedings of the Baltimore & Ohio Railroad Company, showing the disposition which had been made of the funds realized by the sale of \$5,000,000 in receivers' certificates, authorized by the court May 21 last. He reports that \$2,542,275 had been disbursed in paying claims filed against the company, and that \$808,072 was expended in making improvements in the road and in rolling stock. Total disbursements of \$4,176,196 were made from the \$5,000,000 fund, and on Oct. 31 last

there was \$852,803 on hand. F. Hall, chief engineer of the Louisville, New Albany & Chicago, states that the company goes into the winter with its track on the main line and between Monon and Indianapolis in the best condition in the existence of the road. During the year now closing 274.951 new ties have been placed in the track, 200,000 feet of switch ties and 2.356 tons of new steel rails have been laid. This may seem a small mileage of new steel, but it should be borne in mind that within the last three years 95 per cent. of the mileage of the Monon has been laid with the heavy steel rail and the lighter rails taken up and placed on the branches. During the year the company expended \$35 .-961 for new bridges and \$21,000 for a new station building.

The rate committee of the Southwestern Traffic Association convened at St. Louis the Indianapolis hominy mills eight to ten | yesterday. Attention having been directed carloads daily of the products it manufac- to the recent reduction in rates on potatoes from California points to Texas points, resulting from the reduction made from California to Missouri and Mississippi river enter the service of the Chicago & North- crossings, the committee reduced rates western as master car builder, has been in from St. Louis 35 cents per one hundred he car department of the Panhandle for | pounds; Colorado common points, 39 cents; points in seaboard territory via gulf routes, 48 cents per one hundred pounds, the authorized differentials to points in defined territories and to points in Texas taking higher than the Texas common point rate. The question of the restoration of these rates is now a matter of correspondence with the California lines. it being understood that these reduced

SILVER AND GOLD FOUND.

David W. Johnson Melted His Steal-

ings Into Marketable Ingots. In Police Court yesterday morning David W. Johnson, the man arrested Sunday night by the detectives on suspicion of having committed some of the recent burglaries, was bound over to the grand jury. The watch found in his pocket when he was arrested was identified yesterday by Major W. F. Hitt, whose house was burglarized Christmas night. In Johnson's making preparations for additional termi- room at 23 North West street the detectives found some burglars' tools, some broken silverware and a crucible in which gold and silver had been melted. The broken silver was identified by Frederick W. Simon, of 188 North Noble street, whose house was robbed Sunday morning early. Some pieces of gold and silver which had Johnson claims he is entirely innocent. He says he bought the things from a man by the name of Jones. He claims that he was not in the city at the time G. R. Root's house was robbed. The police are satisfied they have the man who committed at least half a dozen burglaries in the last two weeks.

Arthur Poindexter (colored), who was caught in the act of robbing a commission house on South Delaware street, was given 180 days in the workhouse in addition to a fine of \$5. He pleaded guilty. Asbury Neal was fined \$5 and costs for shooting in the city limits. Boys have been playing jokes on him and he fired a shot into the air to frighten them away. The cases of assault and battery against Isaac Adams and Howard Hill were con-They fought in the third story of West Washington-street building and from there to the roof. Adams drove Hill to the edge of the roof and Hill jumped to the ground and was arrested while trying to get further away from Adams.

On a House Contract. Abraham H. Gipson and Ernest C. Stowers yesterday filed suft in the Circuit Court to recover \$247.20 from John R. Hussey, which, it is alleged, he has unlawfully withheld from the plaintiffs and converted to his own use. The plaintiffs employed one Joshua Moore to build a house in North Indianapolis, excepting painting, glazing, etc., and agreed to pay him \$3,793 ago an attempt was made to do away with | for the work. Hussey became surety on Moore's bond for the faithful performance

of the work. The defendants then borrowed \$4,327.25 from a building association to be used in the construction of the building, and Hussey became surety on a bond to secure the proper use of the money, which it was could not tell the status of the cit agreed was to pay for the new building. finances with any degree of certainty. Then to secure Hussey against loss in becoming surety on this bond the borrowed money was turned over to him, with the understanding that as the work progressed he should pay Moore, on the plaintiffs' or ders, until the contract price had been paid. The remainder was to be paid out for glazing, painting, etc., on the plaintiffs' order. All was properly paid out, it is alleged. except \$247.20, which, it is claimed, Hussey has converted to his own use. Judgment for \$500 is asked.

Wedded for Her Property, She Says. Henrietta Silz yesterday asked the Superior Court to grant her a divorce from John Silz. She charges several statutory grounds and also alleges that her husband has on numerous occasions boasted that he married her only because she would some lay receive some property by the death of

Circuit Court Claim Docket. The claim docket will be called in the Circuit Court this morning.

THE COURT RECORD.

Superior Court. Room 1-John L. McMaster, Judge. J. Kirch vs. W. Schmidt; account. Findng and judgment for plaintiff for \$225.72 and costs. E. Burl vs. W. Burl; divorce. Dismissed t plaintiff's cost.

Criminal Court. J. F. McGray, Judge. State vs. John Rushton; incest. John O Spahr appointed to assist in defense. State vs. Ernest H. Ludwig; selling liquor without a license. Motion for a new trial overruled and appeal to Appellate Court State vs. Edward Blake; pettit larceny, Trial by court and taken under advisement. State vs. Homer Miller, Fred Funk and Harry Ware; unlawful entry. Trial by court and taken under advisement. All boys found to be under fifteen years of

State vs. Louis Goodman; petty larceny. frial by court and taken under advisement. Defendant found to be ten years of age. State vs. Floyd Brown; burglary, petty larceny and receiving stolen goods. Trial by court begun and continued for more State vs. James Forrester: assault and battery. Fined \$1 and costs.

Circuit Court. Henry Clay Allen, Judge. Thomas Wren vs. the Indianapolis Rolling Mill Company. Dismissed at defendant's New Suits Filed.

Henrietta Silz vs. John P. Silz; divorce Room 1 John McCabe vs. Elizabeth McCabe; vorce. Room East Washington-street Building and Loan Association vs. Otis C. Hann et al.; foreclosure. Room l Alexander N. Clark vs. Jacob Spielberger t al.; foreclosure. Room 2. Ernest C. Stowers et al. vs. John R. Husey; commission. Circuit Court. Harry J. Milligan vs. Eva R. La Mountaine et al.; foreclosure. Room 3

"Brown's Bronchini Troches' are ex Throat. They are exceedingly effective."-Chris-

WILL BE DISCUSSED BY MAYOR'S CABINET THIS AFTERNOON.

Will Ask Legislature to Declare Street-Car Franchise Dead After 1901-Provision for Sinking Fund.

Mayor Taggart and his cabinet will hold the last regular monthly meeting of the year this afternoon at 3 o'clock. A number of important subjects are to be considered, especially the subject of amendments to the city charter and other legislation affecting the city, M. A. Downing, president of the Board of Public Works, said yesterday afternoon that it is likely a bill will be introduced in the Legislature to terminate the controversies between the city and the Citizens' Street-railroad Company. Such a bill will provide that the charter of the company shall terminate in 1901. A former city attorney once gave it as his opinion the easement terminated in 1894. The company contended that in any event its contract did not terminate until seven years after the expiration of the original contract, as the Council had made a sevenyear extension. Afterward the company claimed a perpetual charter. One of the federal judges decided the company's charter expired in 1901, while another intimated its charter was perpetual, although there was never any formal decision to that effect. Both judges expressed the opinion that the Legislature would have a right to determine whether the contract should expire at the end of the seven years' extension made by the Council. President Downing said eysterday that such a bill will be introduced. He said that no contract would ever be made by the city more favorable to the company than the one granted the

City Company.

There will also be further consideration of the proposition to establish a sinking fund. Controller Johnson has been working on the draft of a bill with the assistance of the city attorney for some time. President Downing believes the sinking fund law shou'd provide for a 2-cent levy, members of the administration. Speaking of the low tax rate here, he said that the rate in Louisville, Ky., is \$1.85 on the \$100 of taxable property, over three times the rate here. At the same time Louisville has \$117,000,000 of taxable property, as compared with \$108,000,000 in this city. The great difference in the cost of taxation is due to the fact that Louisville has a bonded debt of \$8,000,000. About 20 cents of the tax levy goes into the sinking fund in that city. Mayor Taggart had his attention called to these facts when in Louisville recently. It is asserted that if a sinking fund is not established the city will be compelled to refund its bonds as they mature. The sinking fund will be controlled by three commissioners, probably consisting of mayor, controller and president of Board of Works. The commissioners, will have power to invest in city securities. President Downing says a 2-cent levy would now produce something over \$20,000 a year. Controller Johnson told the Journal some time ago that he believed a 1-cent levy, considering the fact that the value of property for taxation is constantly increaswould be sufficient to pay off every dollar of bonded debt by the time the last matures. Such details as this, however, will be easily adjusted. It is likely that Mayor Taggart's proposition to amend the liquor law so as to allow saloons to keep open until midnight will be considered this afternoon

THE ANNUAL REPORTS.

Department Clerks at Work on Them -The Treasury Balance. Just now clerks in the various city offices are busy closing accounts for the year. As soon as all bills are in and balances are struck, annual reports of the work of each department will be submitted to the mayor. make even an approximate estimate of the balance there will be in the city treasury until all bills are paid. M. A. Downing, president of the Board of Public Works, says it is likely there will be \$30,000 to \$40,000 of unexpended appropriations in that department to revert to the treasury. A large portion of this amount, however, will have to be reappropriated by the Council, as contracts have been made and in some cases almost completed, but as the work will not be finished before Jan. 1 the money that was appropriated must revert to the treasury. The North Indianapolis engine house, the electric lighting plant at the City Hospital, and one or two bridges are among the contracts that have been let by the board upon which work has not been completed and that the Council will have to make reappropriations for. Controller Johnson, however, says he is not figuring on the amount of leeway the different de-

partments will have in unexpended appropriations. "What we want to know," said he, "is what our balance is going to be. We want to know how much money we are going to have. The controller was figuring on pay rolls and other current expenses, but said that more complete than heretofore. Comparative statements will include not only comparisons of the business of 1895 with 1896. but also with previous years. Reports of the Board of Public Safety will show to the minutest figure every thing that has been done by each fire company, including the number of runs made, number of feet of hose laid, etc. Insurance people constantly make such inquiries of the board. It is likely that the annual reports will not be completed before February or later, owing to the fact they are to be more

extensive than in past years. CAULKED WITH HEMP. "Cal" Darnell's Story of the Bullding

of the Water Gallery. "Cal" Darnell dropped into the Board of Public Works yesterday afternoon and had a long reminiscent talk with M. A. Downing, president of the board. Speaking about the water question he referred to the investigation of the water works when he was in the Council some years ago. Mr. Darnell said yesterday he had evidence collected at his house which proved that the company's thirty-inch main from the gallery near Fall creek to the pumping station below Washington street had never been properly caulked. He said the joints had simply been filled with hemp instead of being leaded. In consequence, he said, the main acted as a drain for the entire section through which it passed. Mr. Downing thought there must be a mistake, but Mr. Darnell insisted he was right. Mr. Downing said before the city could accept it as an assured fact that absolutely pure water is being supplied this question would have to be settled. He said if it were true the main had never been leaded and was simply caulked with hemp the company would have to dig down at each joint and do the work properly. It is believed sewage could seep through hemp joints and contaminate the water.

LIGHT AT THE HOSPITAL. Contract Let for an Electric Plant That Will Cost \$1,703.

Competition for placing a complete electric light plant at the City Hospital was pretty lively. The board awarded the contract to the Commercial Electric Company at \$1,703. Thomas A. Wynn, superintendent of the Indianapolis Light and Power Company, was employed by the board to prepare specifications and pass upon bids submitted. It was on his recommendation the contract was awarded. A Commercial dynamo, 20 K. W. capacity, directly connected to an 8x10 Allfree engine with a speed of 350 revolutions per minute is to be used. The Triumph Electric Company, of Chicago, bid \$1.565, \$1.700, \$1.815 and \$1.878 on various styles of plants; the Commercial Electric Company, \$1,703, \$1,717, \$1,828 and \$1,908; the Jenny Electric Company, \$1,735, \$1,893, \$1,921 and \$2,000; Varney McOuat, \$1,779, \$1,839, \$1,-904 and \$2,014; Hatfield Company, \$1,779, \$1. 839, \$1,964 and \$2,014.

Council Finance Committee. Chairman Wolcott has not decided whether to call a meeting of the Council finance

committee to consider the request of the

Board of Park Commissioners for authority at Infirmary

to issue \$500,000 of bonds or not. He said yesterday he might possibly call a meeting for Thursday night. This committee also has under consideration Councilman Cooper's resolution for the purchase of the Kentucky avenue triangle for a market or other city purposes. If the committee meets both subjects will be discussed. Chairman Wolcott intends to support the park commissioners. His constituents of the Fifth ward filed a remonstrance containing 800 names against the proposal to cut off the lower end of the Fall creek boulevard. People in that part of town are

Final Action Taken.

very anxious to have the scheme carried

The board took final action for grading and graveling the first alley east of Pennsylvania street, from Twenty-first (old Thirteenth) to 448 feet north of Twentyfifth (old Seventeenth) street. There were

no remonstrances. Petitions for local sewers in the alley be-tween Prospect street and Woodlawn avenue from Shelby street to State avenue and in the first alley north of Ohio street from Preston street to Highland street and south on Highland street to the Ohio-street sewer were referred to the city engineer.

Buildings to Be Condemned.

Building Inspector Bunting has recommended the condemnation of a lot of buildings on East Washington street. He describes them as being generally unsafe and menace to life and health. There was a fire recently in the neighborhood, and one of the buildings condemned was damaged They all are near Liberty street, on the south side of Washington. The owners have been ordered to appear before the board Jan. 4.

Minor Municipal News. Chief Barrett thinks the new firehouse i North Indianapolis will be ready for occu-pancy before the middle of January. Hubert L. Schonacker, a clerk in the assessment bureau, tendered his resignation to the Board of Public Works, to take effect Dec. 31. It was accepted. His successor has not been appointed. A successor to John Glazier, one of the trustees of the firemen's pension fund, is to be elected Jan. 5. Yesterday the follow-ing were nominated for the place: John Glazier, E. Leach, George Holderman, Al-bert Pease, John Winters and Samuel

MANY MEETINGS TO-DAY.

State Board of Commerce and State Educational Societies.

The Indiana State Board of Commerce will meet for its third annual convention in the Commercial Club assembly room this | rheumatism. I could hardly get around. I morning at 10 o'clock. Many questions of | will never be without Munyon's remedies." municipal interest will be discussed and it is not unlikely that the board will have some suggestions to make as to legislation. At the banquet this evening, tendered by the Indianapolis Board of Trade and the Commercial Club, members of the Indiana Centennial Commission will be present and there will be considerable discussion of the centennial project. The programme for the five weeks ago and I now feel better than convention is here given: 10 a. m.-Business meeting.

2 p. m.—Fire insurance: "Are There Abuses in the Methods of the Companies?" T. R. McFerson, Evansville; "Old-line In-surance," Young E. Allison, Louisville; 'Nonboard Insurance," Charles D. Cox. Chicago; "What can we Do to Better the Situation?" John A. Finch, Indianapolis. 7 p. m.—Banquet.

Wednesday, 9 a. m.-"Reform in Local Government:" The need of it in the county, George B. Cardwill, New Albany; the nee of it in the civil township, James H. Crozier, Madison; the need of it in the school township, Dr. James H. Smart, Lafayette; the need of it in the city, C. M. Murphy, Evansville; the need of it in the town, Dr. B. A. Brown, Brightwood; the way to se-cure it, A. L. Mason, Indianapolis. 2 p. m.—State sanitation: "Is Sanitation a Proper Function of the State?" Dr. James F. Hibberd, Richmond; "The Value of San-itation in Money and in Life," Dr. John N. Hurty, Indianapolis; "Live Stock Sanita-tion." Professor A. W. Bitting, Lafayette; "A Propesal for Reform," Charles A. Kor-

oaly, Indianapolis. To-day the opening sessions of the large number of conventions which are to be here this week will be held. The Indiana State Teachers' Association will convene at 7:30 this evening in the auditorium of Plymouth Church for a three days' session. Several of the suborganizations will meet dur ng the day. The fifth annual meeting of the La diana Library Association is to continue for three days also. This morning the opening meeting will be held in the assembly room of the Indianapolis Library at 9:30 a. m. A very interesting programme, including practical suggestions about modern library methods, including ordering and accessioning, classifying, cataloguing, etc., will be given. A number of prominent library workers, among them R. P. Hayes, Horary commissioner of Ohio and secretary of the American Library Association, and A. V. Babine, of the State University library,

will be present. Other meetings are to be held to-day as Indiana College Association, Denison Hotel parlors, 11 a. m. Academy of Science, Rooms 11 and 12 County superintendents, Supreme Court Professor Munyon. room, Statehouse, 9 a. m. Indiana Centennial Commission

The State Board of Monument Commissioners, the German Liquor Dealers' Association, the county officers' fee and salary organization and the Populists will also

hold meetings to-day. B. L. E. Ball To-Night. L. A. Thomas Division, No. 492, Brotherhood of Locomotive Engineers, will give the first annual ball at Tomlinson Hall this evening. P. J. Hickey, A. E. Martin and until all vouchers have been presented he J. A. Green, committee on arrangements, For careful and thorough examinacould not tell the status of the city's have made every effort possible to make tion and the best professional service the affair an enjoyable occasion. The m bership of Division 492 is made up of Big Four engineers of the Chicago division. The organization is a benevolent fraternal order and all proceeds of the ball are for the benefit of the order. At midnight supper will be served by the ladies' auxiliary.

> Liebig Company's BEST is the most economical, because it dissolves perfectly without sedi-ment, because it is pure, without added salt or adulterations, be-cause it is the most condensed. Ask for Liebig Company's Extract WORLD-KNOWN of Beef

> > EDUCATIONAL. Enter Jan. 4. Day or Night.

Indianapolis V

When Building. Established 1850. Write for cat-E. J. HEEB, President. alogue. The Rev. J. H. McKenzie, rector of Howe School, Lima, Ind., will be at the Bates House Thursday, Dec. 31, from 2 to 4 p. m., and Friday, Jan. 1, from 10 to 1 o'clock, and will be happy to meet his patrons and others wishing informa-tion in regard to Howe School.

Diseases Treated and

Cured by the Indian-

CLASS ONE - Chronic

discases of the Nose,

Throat and Lungs. CA-

TAKEH treated by our

sands cured.

the knife.

Women.

new method. Thou-

CLASS TWO - Chronic

diseases of the Eye and

CLASS THREE-Chronic

CLASS FOUR-Chronic

diseases of the Rectum

and Bladder. Piles and

Rupture cured without

CLASS FIVE-Chronic

diseases of Men and

We E

CLASS SIX-Chronic

diseases of the Nerv-ous System.

CLASS SEVEN

Deformities

man utarture

all kinds of

diseases of the Heart, Stomach, Liver and Kid-

apolis Infirmary.

In Numbers Are Munyon's Patients

The Afflicted Fill His Office to Overflowing.

Cured Patients Bring Their Friends for Treatment.

More Testimony From People He Has Cured.

"I Am Very Thankful" - "Can't Say Too Mach for Munyon"-"Feel Better Than I Ever Did in My Life"-"I Never Expect To Be Without Munyon's Medicines in My House"-"They Brought Me Right Out."

Physician's Services Free at Home or Office.

HERE IS WHAT THEY SAY.

"Munyon Saved Our Baby's Life."

Mrs. Samuel King, rear 434 St. Clair street, says: "The Munyon treatment has brought our baby out wonderfully. We feel that we owe her life to Munyon. The baby had pneumonia and we all thought that we would have to give her up. We could see no hopes for her life till one of Dr. Munyon's physicians called and directed what remedies to give. The doctor only called once. And I never saw a child improve like she did under his treatment. She is now well. Munyon saved our baby's

Rheumatism Cured.

Mrs. Elizabeth Bodkin, 343 Cornell avenue, says: "Munyon's remedies cured my

Asthma and Bronchitis.

Mrs. Lee Nolting, 55 South Summit street, says: "I have suffered with bronchitis and asthma for twenty years. I have doctored with the best physicians in the city, but they done me very little if any good. I began using Dr. Munyon's remedies about I ever did in my life."

"Can't Say Too Much for Munyon."

Mr. Ed Boetler, 124 Spann avenue, conductor on Chicago division of the Big Four Railroad, says: "I cannot say too much for Munyon's remedies. They have had a wonderful effect on me. For eighteen years I have suffered from catarrh, and three weeks ago I consulted one of Munyon's physicians. My nose and throat were in an awful condition and were giving me lots of trouble, I am most entirely well. I have urged several of my best friends to

street, praises Munyon's remedies and says: "They brought me right out of a very se-

vere and long attack of heart disease, and

I feel better and stronger than I have for

Mrs. Annie Newman, 1763 North Illinois

"Brought Me Right Out."

Hearing Restored. Jas. S. Warford, of Coldwater, Mich., (now visiting at 423 East Twelfth street. this city), says: "I have been gradually losing my hearing for the past twenty years. I was advised to consult Dr. Munyon, I have now token the treatment just three weeks an can now hear the ticking of

a clock. I was almost totally deaf before

taking treatment."

FAINST IMITATORS is advised that Munyon's Remedies annot be imitated; that the free treatment, free physicians and free distribution of remedies was inaugurated nearly five years ago by

MUNYON'S OFFICE Majestic Building, Cor. Pennsylvania

NOT A PENNY TO PAY

and Maryland Streets.

hat medical science affords.

Everybody invited and made wel-Office Hours-9 a. m. to 8 p. m. Sundays-10 a. m. to 12 m.

COKE! COKE!

Lump and Crushed, FOR SALE BY

The Indianapolis Gas Co

For tickets, call at office-

No. 49 South Pennsylvania St. OPTICIANS. GLASSES OCULIST PRESCRIPTIONS _ LEO. LANDO. 93 N. PENN.ST. DENISON HOUSE. INDIANAPOLIS-IND.

Rheumatism In all the severest forms Cured. Pain removed inside of

five days. Don't despair because others have failed, but try the . Infirmary X-Ray Examinations. Our lady physician is a graduate from the best College in America. Has had extensive hospital experience, and is a most skillful specialist in her line. We have spared no expense in obtaining all the very latest and most scientific apparatus for the treatment and cure of the afflicted, making this the most complete Infir-

> Staff of Expert Specialists. Thirty beds for patients. Established 1869. PHONE-1434.

mary west of New York. Investigation and consultation free.

INDIANAPOLIS INFIRMARY

Q. VAN HUMMELL, M. D. MEDICAL DIRACTOR.

Indianapolis, Ind.